

Show-Me Transportation *(update)*

MoDOT is currently in the process of updating its long-range transportation plan. The present long-range transportation plan, Show-Me Transportation, continues to be a guide for the department while the update is in progress.

The Long-range Transportation Plan is a multifaceted approach to be addressing the needs of Missouri's transportation system. The Long-range Transportation Plan will: establish a direction for investing in Missouri's transportation system and its needs; develop standards by which the system's condition will be judged in the future; establish ways to identify and prioritize improvements; and anticipate the transportation system's needs for at least the next 20 years.

The Long-range Transportation Plan will include an examination of all parts of Missouri's transportation system. The plan will examine highways and bridges, aviation, rail, light rail, waterway, pedestrian, bicycle and transit systems. This approach will provide a more clear understanding of the state's vast transportation network, its many components and needs.

When complete, the Long-range Transportation Plan will be a tool that MoDOT uses to develop its plans for investing in Missouri's transportation system. It will also be another way for MoDOT to illustrate its accountability to taxpayers.

It is important to remember that the Long-range Transportation Plan includes a 20-year vision of the existing system's needs relative to current standards and projections. The Long-range transportation Plan will be updated periodically to reflect future social and economic changes.

The Long-range Transportation plan is expected to be complete and presented to the Missouri Highways and Transportation Commission in September 2000.

Show-Me Transportation:
Strategies for Action into the 21st Century

Policy Statements for Missouri's Long Range Transportation Plan
What we are planning for.

The Long Range Plan will provide for a transportation system that...

- (A) *strives to attain **excellence in safety and standards**,*
- (B) *accommodates the **travel needs** of the system's users,*
- (C) *supports **economic well-being** in Missouri,*
- (D) *maintains and enhances **quality of life**,*
- (E) *is **sustainable** into the future.*

The Long Range Plan will ensure that the MoDOT

- (F) *proactively **involves its customers** from both the public and
private sectors in the transportation decision making process,*
- (G) ***implements** the plan.*

The Long Range Plan will provide for a transportation system that...

Strives to Attain (A) excellence in safety and standards.

The physical system will be designed with priority of safety, connectivity and technology, regardless of mode.

1. Safety

- a. Objective: Promote the implementation of a transportation system that minimizes the occurrence and severity of accidents.
- b. Objective: Promote regional design and operational standards criteria in coordination with all transportation agencies.
- c. Objective: Prioritize safety in the transportation system, increasing the awareness and respect of unique safety concerns of the various transportation modes.

2. Connectivity

- a. Objective: Foster projects that enhance the efficient utilization of all transportation resources and linkages among all modes.
- b. Objective: Plan connectivity for modes with other states.
- c. Objective: Plan and maintain greenways, bikeways, and pedestrian ways that provide connections for non-motorized modes.

3. Technology

- a. Objective: Expand the use of technology to enhance the efficiency of the transportation system and services.
- b. Objective: Foster the development of Intelligent Transportation Systems (ITS).

4. Total Transportation Corridor Considerations

- a. Objective: Ensure that transportation corridors serve all modes of current and future travel demands.
- b. Objective: Provide for ancillary infrastructure to support all modes.

5. Modernization/Uniformity

- a. Objective: Prioritize projects that incorporate current design standards.
- b. Objective: Provide uniform design standards statewide, taking into account local and regional requirements.
- c. Objective: Develop service standard levels for all modes, prioritizing those components not meeting the minimum criteria.
- d. Objective: Provide a uniform signage convention statewide and regionally.

The Long Range Plan will provide for a transportation system that...
accommodates the (B) travel needs of the system's users.

The plan will strive to coordinate, identify and accommodate the needs of all users of Missouri's transportation system.

1. **Improve the access and mobility of people and goods to: employment, education, recreation, public services, housing, commerce, culture/entertainment, health/medical services, consumer goods, markets, manufacturing, suppliers, and distributors.**
 - a. Objective: Facilitate the right of all individuals, including the transportation disadvantaged, to function productively and independently.
 - b. Objective: Optimize the access and mobility of people to employment, education, recreation, public services, housing, commerce, culture/entertainment, health/medical services and consumer goods.
 - c. Objective: Optimize the access and mobility of freight to markets, manufacturers, suppliers and distributors.

The Long Range Plan will provide for a transportation system that...
supports (C) economic well-being in Missouri.

The Plan will strive to enhance and maintain a balanced multimodal transportation system and enhance Missouri's strategic distribution opportunities. The economic well-being of Missouri's citizens, business and communities will be supported by a healthy and efficient transportation system.

1. Employment

- a. Objective: Prioritize transportation programs, projects, and systems that facilitate local and regional job creation and retention but minimize job displacement.
- b. Objective: Provide access to employment for the transportation disadvantaged.

2. National/International Connectivity

- a. Objective: Promote projects that enhance the state's position as an national/international intermodal center for freight and people.
- b. Objective: Achieve proficiency in current regional, interstate, and international connectivity demands and opportunities.

3. Key Industries

- a. Objective: Plan for transportation opportunities to facilitate competitive advantages for businesses and industry in Missouri.
- b. Objective: Promote modes of transportation that utilize Missouri produced energy and resources.

4. Tourism/Visitors

- a. Objective: Develop programs and services to assist the traveling public and promote tourism.
- b. Objective: Develop transportation systems that support improved access to recreational and convention destinations.

5. Freight

- a. Objective: Develop a balanced multimodal transportation plan to facilitate the efficient intermodal movement of goods.

6. Land Use

- a. Objective: Advocate land use planning as a precursor to approval of transportation investment in a region.
- b. Objective: Participate in any effort that seeks the adoption of land development regulations serving to increase the viability and safety of the transportation system.

7. Community Business Districts

- a. Objective: Promote projects that foster the economic and social viability of the urban core/central business district.
- b. Objective: Work with other state agencies in the creation of economic development zones.
- c. Objective: Utilization of a cost accounting strategy for the evaluation of local and regional economic impacts of transportation decisions.

The Long Range Plan will provide for a transportation system that...

*maintains and enhances (D) **quality of life**.*

Quality of life refers to the livability of the places where Missourians reside, work and play. Transportation can be a significant part of an individual's daily experience. The overall quality of life for Missourians will be enhanced as we consider the following in our transportation decisions:

1. Time, Cost:

- a. Objective: Identify and optimize users' costs and benefits, utilizing effective strategies that consider project cycle time and costs.
- b. Objective: Fully consider the value of the customers' time (construction, lane closures, detours, etc.) and implement and maintain operational functions to eliminate excessive travel delays.
- c. Objective: Consider the cost and benefits incurred by all customers affected by the transportation improvements.
- d. Objective: Establish performance measures that consider **total costs and benefits** and **transportation system travel time**.

2. Congestion

- a. Objective: Develop cost effective strategies that manage traffic congestion and enhance the mobility of people and goods.

3. Security (freedom from *crime*, real and perceived)

- a. Objective: Minimize the threat of crime to people and goods in Missouri's transportation system.
- b. Objective: Identify and promote capital investments that increase the security in transit systems.
- c. Objective: Evaluate existing security plans for all modes of transportation in cooperation with other agencies.

4. Balance and Flexibility

- a. Objective: Consider and/or provide transportation alternatives that satisfy the transportation demands of the system's users.
- b. Objective: Conduct alternative transportation modes analysis on all major corridors demonstrating a need for improvement.
- c. Objective: Educate the public on the impact of Single Occupant Vehicles (SOV) usage and the advantages of its alternatives.
- d. Objective: Promote the use of alternative modes of transportation to reduce congestion and Vehicle Miles Traveled (VMT).
- e. Objective: Encourage bicycling and walking by planning and designing for these modes.
- f. Objective: Utilizing US DOT as a benchmark, encourage an increase in the percentage of people utilizing bicycling and walking for trip purposes.

5. Natural Environment

- a. Objective: Protect and enhance the quality of the natural environment.
- b. Objective: Create a transportation system that is sensitive to the environmental systems.
- c. Objective: Minimize the human impact of the transportation system on the natural environment.

6. Experience of Place (human environment)

- a. Objective: Plan and design a transportation system that protects and enhances the integrity of the human environment.
- b. Objective: Recognize the full identity of a place and make changes only within that identity.
- c. Objective: Develop processes that identify special places in Missouri that require protection and/or enhancement.
- d. Objective: Identify and review projects that have the potential to change the face of a community or place and ensure changes are within the context of this identification.

7. Disasters

- a. Objective: Implement sound planning for present and future impacts of natural and man-made disasters.

8. Aesthetic Values

- a. Objective: Recognize aesthetic value as a functional consideration in transportation planning and development.
- b. Objective: Create pleasant visual experiences along transportation corridors.
- c. Objective: Recognize aesthetics as a dimension of transportation quality.

The Long Range Plan will provide for a transportation system that...
is (E) sustainable into the future.

Sustainable development recognizes the need to develop in such a way that we meet the needs of the current generation while maintaining the ability of the next generation to meet their own, and to do so in such a way that preserves the environment and the quality of life for all generations. MoDOT as a major land owner, has a responsibility for stewardship of those resources.*

1. Land, Air, Water

- a. Objective: Promote a transportation system that coordinates, encourages and enhances rural and urban land use planning, keeping in mind the importance of clean water and maintaining and achieving clean air statewide.

2. Funds

- a. Objective: Transportation decisions shall fully consider funding criteria and account for cost, benefits and impacts of any specific project or program.
- b. Objective: Identified projects and programs will be supported by corresponding revenue sources, either existing or developed.

3. Population

- a. Objective: Plan in the context of population and resources that impact Missouri's transportation system.

4. Energy

- a. Objective: Encourage projects and investments that increase the energy and resource efficiency of the transportation system.
- b. Objective: Promote a reduction in the use of inefficient transportation modes through improvements in the efficiency of the overall system.
- c. Objective: Consideration should be given to investments that encourage modes other than SOV and/or reduce SOV miles traveled.
- d. Objective: Support advances in the development of alternative fuels, particularly fuels from renewable energy sources and associated transportation infrastructure.

5. Maintenance

- a. Objective: Ensure that all of Missouri's transportation assets will be maintained at their optimal level.
- b. Objective: Clearly identify and provide future maintenance requirements for new transportation projects, before project implementation.

6. Transportation Demand

- a. Objective: Promote effective Transportation Demand Management strategies including ride share, flextime, alternative modes, telecommuting and other existing or innovative programs.

7. Reuse, Recycle, Recover (3Rs)

- a. Objective: Encourage reuse, recycle, and recovery practices in the construction, reconstruction, maintenance or expansion efforts of the transportation system, incorporating energy efficient and pollution reduction practices.
- b. Objective: Conduct studies on the use of recycled materials and use them whenever possible in construction and/or maintenance of the transportation system.
- c. Objective: Utilize **Value Engineering** to assess the optimal use of resources.

The Long Range Plan will ensure that the MoDOT
Proactively (F) involves its customers from both the public and private sectors in the transportation decision making process.

The customer defines quality.

1. Way of Life

- a. Objective: Make public involvement a way of life for the transportation community.

2. Communication

- a. Objective: Maintain an effective and open dialogue with our customers, communicating transportation issues, concerns and needs.
- b. Objective: Educate customers and others with vested interests about transportation issues that relate to them.

3. Customer Defines Quality

- a. Objective: Assess the public view of the quality of our products and services.

4. Involve a Cross-Section

- a. Objective: Involve a representative cross-section of the public.

5. Proactive Involvement

- a. Objective: Ensure the proactive involvement of our customers.

The above goals and objectives were derived through consensus at a 23 August 1994 workshop involving representatives from all ten MoDOT districts, as well as representatives from regional planning commissions, public transportation providers, professional associations, and the general public.

The Long Range Plan will ensure that the MoDOT
(G) implements the plan.

The Long Range Plan represents a commitment to develop a balanced transportation system with the necessary processes and mechanisms to plan for and fund facilities/programs for all modes; the LRTP also recognizes the need to educate the public on the benefits of a balanced transportation system. We will do everything within our ability to make it happen.

1. Funding

- a. Objective: Promote sustainable funding mechanisms that identify reliable and predictable revenue streams.
- b. Objective: Create a balanced transportation system that will advance a statewide funding prioritization process.
- c. Objective: Develop state/local/private cooperative funding mechanisms.
- d. Objective: Plan for sufficient revenues that will fully leverage federal transportation allocation.

2. Education

- a. Objective: Continual education of the public and transportation professionals on transportation system issues and various modes.
- b. Objective: Educate the public on the importance of transportation to Missouri's economy, including agriculture, manufacturing and tourism.
- c. Objective: Create a public involvement process for both our internal and external customers.

3. Advocacy

- a. Objective: As the Metropolitan Planning Organization long range plans (LRP) are included in the statewide LRP, the MoDOT will advocate and support the transportation decisions resulting from those plans.
- b. Objective: The MoDOT will demonstrate full commitment to the LRP.
- c. Objective: Support and encourage the equitable enforcement of state and local laws pertaining to the transportation system and its users.

- d. Objective: Encourage respect for all modes of transportation and the role that each mode plays in the system.
- 4. Coordination/Partnering.**
 - a. Objective: Coordinate planning (long-range and short-range transportation) efforts with the planning efforts of other states, state agencies, Metropolitan Planning Organizations (MPOs), Regional Planning Commissions (RPCs) and local jurisdictions.
 - b. Objective: Establish agreements with principal partners and utilize a cross-section of customers for the coordination and the identification of solutions to the policies and objectives outlined in this plan and future planning efforts.
 - c. Objective: Recognize and enhance local transportation systems through the statewide plan.
- 5. MoDOT Internal Deployment**
 - a. Objective: Implement and create internal strategies and mechanisms that integrate strategies of TDM, land use, public facilities, employment, and transportation decision making at the state, region and community level
- 6. Tracking/Monitoring/Reporting**
 - a. Objective: Develop processes to measure and track the quality of the transportation system, with reports identifying current revenue flows and projected ability to fund planned programs.
- 7. Adaptation**
 - a. Objective: Provide for the flexibility to adapt to a dynamic environment.